

**Attachment 1**

**Draft Meeting Notes  
Bicycle and Pedestrian Task Force**

**MEETING DATE:** March 21, 2018

**MEETING LOCATION:** CMAP Offices

**CALLED TO ORDER:** 1:00 p.m.

**ATTENDANCE:**

**TASK FORCE MEMBERS OR ALTERNATES:**

Tom Rickert, Kane Co. DOT, Chairman  
Keith Privett, CDOT, Co-Chair  
Emily Karry, LDOT  
Lee Ann Prather, IDOT  
Jessica Hyink, City of Evanston  
Pamela Sielski, Cook County Forest Preserve District  
Kyle Whitehead (for Ron Burke), Active Transportation Alliance  
Jessica Ortega, DuPage Co. Forest Preserve  
Ed Barsotti, Ride Illinois (on phone)  
Jason Meter, CTA  
Sidney Kenyon, DuPage DOT  
Greg Piland, FHWA  
Randy Neufeld, SRAM Corp  
Carlos Feliciano, IDOT (on phone)  
Patrick Knapp, Village of Schaumburg  
Kevin Stanciel, RTA  
Ryan Bigbie, KKCOM  
Allison Buchwach, Metra  
Allan Mellis, Citizen

**ABSENT:**

Karen Shiners, PACE  
Gin Kilgore, Bike Winter / LIB  
Dave Longo, IDNR  
Representative, CNT

**CMAP STAFF:**

John O'Neal  
Elizabeth Irvin  
Martin Menninger  
Todd Schmidt

**OTHERS:**

Derek Peebles, City of Des Plaines  
Cori Crawford, FPDWC (on phone)  
Brian Hacker, RTA  
Mike Erickson, MUCC  
Tim Gustafson, Alta Planning  
Sean Weidel, Chicago DOT  
Kim Kolody, Jacobs/CH2M  
Benet Haller, CCDOTH

## **1.0 Introductions**

Members and attendees introduced themselves.

## **2.0 Approval of the Minutes**

*Motion for approval of the meeting notes, with the correction incorporated, was then made and seconded. The motion carried.*

## **3.0 Local and Regional Planning**

### **3.1 ON TO 2050 – Mobility Chapter (Draft)**

CMAP staff (Elizabeth Irvin and Martin Menninger) provided the Task Force with an overview and update on the status of the development of the ON TO 2050 Mobility chapter. Ms. Irvin described the overall draft review process, and gave an overview of the draft proposed recommendations for this chapter, which are summarized in a memo included with the meeting materials ([here](#)). Mr. Menninger presented on the transportation-related plan indicators and their proposed 2025 and 2050 targets.

Ms. Irvin stated that the mobility chapter draft (without the regionally significant projects) would go to the Transportation Committee on April 9, which is a special meeting of the TC. The basic timeline for the draft plan review is:

- March-April: Distribute draft plan sections to committee members and interested stakeholders
- April: Discuss the proposed RSP list
- June 15th-August 14th: Public comment and engagement
- August-September: Revise draft per comment
- October 10th: the Board and MPO approve ON TO 2050

The outline for the whole plan is as follows, with all chapters embodying and reflecting the plan's three core principles, 1) Promote prioritized investment, 2) Advance inclusive growth, and 3) Improve resilience:

- Introduction ON TO 2050 Outline

- State of the region/the three principles
- Engagement
- Topical Chapters
  - Land use
  - Environment
  - Economy
  - Governance
  - Mobility
- Technical and process appendices

The mobility chapter's recommendations, as currently found in the draft version, fall into three broad themes, with eight sub-goals:

- **Meeting changing travel demand**
  - Harness technology to improve travel and anticipate future needs
  - Make transit more competitive
  - Retain the region's status as North America's freight hub
- **A transportation system that works better for everyone**
  - Leverage the transportation network to promote inclusive growth
  - Eliminate traffic fatalities
  - Improve the resilience of the transportation network
- **Increased investment in transformative projects**
  - Fully fund the region's transportation system
  - Build regionally significant transportation projects

Mr. Menninger spoke about the 15 mobility-related indicators in ON TO 2050, stating that 8 of the 15 are federal performance measures (as called for in MAP-21/FAST Act). The mobility indicators are divided into Highway, Transit, and Other and include the following:

#### **Highway Indicators**

- Number of Fatalities (Five-Year Rolling Average)
- Percentage of NHS Pavement in Poor Condition
- Percentage of NHS Bridges in Poor Condition
- Percentage of Person-Miles Traveled on the Interstate System with Reliable Travel Time
- Average Congested Hours of Weekday Travel for
- Limited Access Highways
- Motorist Delay at Highway-Rail Grade Crossings

#### **Transit Indicators**

- Transit Asset State of Good Repair
  - Percent of fixed-route buses that have met or exceeded their useful life
  - Percent of rail vehicles that have met or exceeded their useful life
  - Percent of directional rail route miles with track performance restrictions
- Number of Traffic Signals with Transit Priority and/or Queue Jumping
- Miles of Roadway with Transit Preference
- Total Annual Unlinked Transit Trips
- Population and Jobs with at Least Moderately-High Transit Availability

#### **Other Indicators**

- Percent Non-Single Occupancy Vehicle (Non-SOV) Travel to Work

- Percentage of Regional Greenways and Trails Plan Completed
- Federal Performance Measure
  - Number of non-motorized serious injuries

For each of these indicators, CMAP is proposing both 2025 and 2050 targets, which Mr. Menninger related and discussed in more detail for several of the indicators.

Mr. Mellis stated that despite goals in GO TO 2040 that prioritized transit investment, most of the money allocated for Major Capital Projects was for highway improvements. He then asked whether CMAP and ON TO 2050 will have more transit projects – that is, a greater percentage of funding for both constrained and unconstrained projects – in the Regional Significant (or Major Capital) Projects list. Staff stated that they anticipated that this would be the case.

Mr. Neufeld stated that he is of the opinion that “accessibility” measures may be more useful than “mode share” for tracking progress toward better conditions for walking and cycling. He stated that recent work by academics and PeopleForBikes has led to improved measures.

Mr. Haller stated that he thought the plan writers should utilize the word “shall” or “will” more often than “should.”

### **3.2 City of Des Plaines – Bicycle and Pedestrian Projects and Plans**

Derek Peebles, engineer with the City of Des Plaines presented on recent bicycle and pedestrian projects, plans, initiatives, and programs within the City. After reviewing recent bikeway projects, the presentation focused on several mid-block crossing projects that are currently underway, with a discussion of the lessons learned and the context sensitivity of designs for each location.

After providing some facts and an overview of the City of Des Plaines, Mr. Peebles highlighted recent grant-funded and “opportunistic” projects (the latter of which could be part of Des Plaines CIP or part of other agencies’ projects). Before going into details on key projects, he gave information on existing plans and policies in Des Plaines, which contain goals and recommendations on bicycle and pedestrian projects and accommodation generally. Central Road bike shoulders and Algonquin Rd. buffered bike lanes and signage were then described.

Mr. Peebles then gave an overview of four locations where uncontrolled and/or mid-block crossings are in existence and which the city desires to improve. These include:

- Miner Street (Downtown Des Plaines)
- Mt. Prospect Rd (at High Ridge Knolls Trail)
- Wolf Rd (at Hoffman Parkway)
- Touhy Ave (btwn Lee and Mannheim)

Mr. Peebles described the context and characteristics of these locations and their efforts to achieve greater safety. He stated that receiving design approval from roadway agencies such as IDOT and from Cook Co. DOTD, for concepts that he and the city believe would improve safety, was not always easy.

Mr. Peebles summed up his presentation with some lessons learned:

- There has been greater demand in recent years for pedestrian and bicycle connections that were not originally included in the transportation network.
- PACE bus and access to work is driving a lot of the requests. Along with connections to parks and schools.
- Different context leads to different solutions
- State of the practice is still evolving and permitting of safety improvements can be a challenge

Mr. Neufeld thanked Mr. Peebles for bringing up so fully and articulately the dilemma of obtaining permits from highway agencies for what he, as an engineer, believes would increase safety for pedestrians and bicyclists. He suggested that the region hold a summit or forum on uncontrolled / mid-block crossings as a way of further exploring the status quo and possible solutions. Mr. Privett stated that he thought that an exploration of best practices would be useful and that resources such as NACTO's guides should be recognized and used. Mr. Whitehead said that it appears that slowing traffic along these corridors is key to improving the safety of the crossings. Mr. Hacker added that he had recently been involved in discussions about in-road lights at crossings on Harlem Ave. Ms. Hyink asked if a raised crossing or intersection was considered, and Mr. Peebles replied that permitting agencies (IDOT) would not allow this treatment.

## **4.0 Pedestrian and Bicycle Programming and Policy**

### **4.1 CMAP Safety Strategy Paper**

CMAP staff, Todd Schmidt, reviewed the draft white paper on traffic safety. The safety paper explores ways to improve the safety of the region's roadway system for motorists, bicyclists, and pedestrians. It identifies key recommendations for the CMAP region that can be carried forward in planning and programming. It focuses on reducing serious injury and fatal crashes as opposed to less severe crashes involving only minor injury or property damage.

Mr. Schmidt outlines the role of the safety paper in the process of developing ON TO 2050 and in meeting federal safety performance targets. He stated that key themes in safety research and planning include the following:

- Behavior
- Engineering
- Enforcement
- Vulnerable users
- Data quality and availability
- Vehicle technology

Mr. Schmidt stated that crash analysis was undertaken, which looked at several factors including pedestrian and bicyclist crashes, speeding and aggressive driving, seatbelt use, alcohol use/impaired driver, intersection crashes, roadway departure, age of drivers, distracted drivers, and vehicle type. He added that recommendations related to pedestrian and bicyclist crashes relate to vehicle speeds / speeding, Complete Streets approaches, and modal hierarchy. The recommendations related to speeding and aggressive driving include:

- Expanded enforcement
  - traditional and automated
- Traffic calming
  - Right-sized roads
- Supporting state and federal legislation

He added that, while CMAP doesn't own or control roads, the agency can play the following roles in achieving increasing safety:

- Incorporate safety into local programming
  1. Highway projects
    - CMAQ
    - Local STP
  2. Bicycle projects
    - CMAQ
    - TAP
- Assist local agencies in safety planning
  1. Produce actionable safety analysis
  2. Provide assistance for local HSIP funding
  3. Support local road safety plans and RSA
- Collaborate with partners to expedite release of regional crash data

Mr. Schmidt then addressed regional safety targets, for 2025 and 2050. The latter target is zero fatalities. Going forward, the agencies will continue to work with partners to set annual safety targets, increase consideration of safety into programming decision-making process, and incorporate safety targets into the long range plan and TIP.

Mr. Privett suggested that Mr. Schmidt cross-check the “right size” road segment candidates with the City of Chicago’s bus / transit corridors. Mr. Hacker concurred that bus routes and road diets that include bike lanes may be difficult to achieve. Mr. Piland stated that the issue with the timeliness of crash data may soon be solved. Mr. Wiedel complimented Mr. Schmidt and CMAP on the white paper and the research, analysis, and the broad policy direction and planning recommendations that it offers, but suggested that adding a focus on or highlighting ‘equity’ to a greater degree would be advisable – that is, making the link between safety and equity more explicit. Mr. Mellis asked if there was any way of addressing under-reporting of bicycle and pedestrian crashes. Mr. Feliciano, on the phone, stated that, while it is highly likely that there is under-reporting, crash reports do exist for property-damage-only crashes. He added that IDOT hopes to work with health departments and hospitals to improve data on bike and pedestrian crashes.

#### **4.2 E-Bikes – Emerging technologies, issues, and regulatory approaches**

Randy Neufeld, of SRAM Corporation and PeopleForBikes, presented on e-bikes (electric-assist bicycles) and their potential, generally and for our region. He discussed the new Illinois law on e-bikes (passed early in 2016) and what's currently happening with e-bike infrastructure, technology, regulation, promotion, and use in the U.S. and globally.

Mr. Neufeld stated that e-bikes are rapidly increasing in market share and use globally, around the world, but only very slowly in the U.S. e-Bikes represent, he stated, a new form of transportation, and in fact ½ of sales in many countries around the world are now of e-Bikes. Why then is growth slow in the U.S. – it’s the infrastructure! We lack the infrastructure that supports bicycling as functional transportation (whether traditional bikes or e-bike). He added that e-bikes can be almost “invisible” on the street, since motors are so small and batteries can be integrated into the bicycle frame. He informed the Task Force that e-bikes should not be thought of as a “faster” type of bike but rather as an “easier” type of bike; He stated that e-bikes make all things easier – hills and wind “go away” with the use of an e-bike; you can ride in a suit; longer distances cease to be a problem; cargo can be accommodated. Instead of 4-5 mile trips, 12-15 mile trips can be thought of as the bike commute trips at the “long” end of the spectrum. He stated that 1 in 18 Dutch now own an e-bike.

Mr. Neufeld then discussed the model legislation that PeopleForBikes is promoting. In the past, “moped laws” were adapted / adopted for e-bikes, but this proved inadequate. He described the three classes of e-bikes found in typical – including now, Illinois’ – legislation. He added that these new laws represent a change in state’s vehicle codes, but that trails are and can continue to be regulated by a myriad of other tools.

TYPE	ASSIST TYPE	MAX ASSIST SPEED	ACCESS + USE
Class 1	Pedal	20 MPH	Same as bicycle + use all existing bike infrastructure + no additional age, helmet, or operating restrictions
Class 2	Pedal/Throttle	20 MPH	
Class 3	Pedal	28 MPH	Use, access and equipment restrictions

He summarized by saying that in judging the adequacy of bicycle infrastructure, a rule of thumb is to see how many infants and children are on bikes (either riding them or as cargo). This he said indicates how well a society has done in providing ‘space’ for cyclists. He ended by calling for governments and roadway agencies to think about 8-18 mile corridors in our region, which are highly congested. He said that while adding or widening highway and/or adding or improving transit service in such corridors costs billions of dollars, while adding a “cycling highway” – even with multiple grade separations – would cost much, much less, and has the proven potential to achieve the same results, in terms of a reduction in congestion. That is why smart, efficient countries, cities, and regions around the world are building the infrastructure to allow travel on the regional scale by bicycle.

## 5.0 Project Updates

Mr. Barsotti (on the phone) reminded the Task Force and meeting attendees of the upcoming Illinois Bike Summit, to be held at UIC on May 7, 2018.

Mr. Whitehead described Active Trans' recently kicked-off Trail Connect Chicagoland campaign, which seeks to mobilize local leaders and community members around the region to push for improvements to and, ultimately, completion of the regional trail network.

Ms. Crawford (on the phone) offered the following project updates for Will County:

- Will County is currently in the engineering phase of a portion of the Normantown Trail from 111<sup>th</sup>, south to 119<sup>th</sup>, in Plainfield. They are anticipating construction in 2019.
  - This is a continuation of the Normantown Trail already in place at 111<sup>th</sup> street north to Tallgrass Greenway Trail in Naperville.
    - The County is coordinating with City of Naperville and this section should be turned over to the FP sometime this year.
- At Plum Valley Preserve in Crete, the FPDWC just bid the construction of a 1.4 mile portion of the Plum Creek Greenway Trail. Eventually, this trail will link into Plum Creek Greenway Trail that is already in place to the south. Construction will begin this spring.
- At Black Rd in Shorewood, the FP is breaking ground very soon on a bridge and trail that connects the Rock Run Greenway Trail with the DuPage River Trail
  - The project will get users safely over I-55 and the DuPage River
    - It is 0.4 miles long including 2 bridges with 5 spans
  - Project cost is \$3.5 million
  - Which includes 2.6 million in ITEP & CMAQ Grants
- The FP completed the development of a southern extension of the DuPage River Trail at Hammel Woods.
  - This is a 600 foot trail Under Route 52 to Eastshore Drive in Shorewood
  - The total project cost is \$160,000
- Additionally, the FP completed the development of a northern extension of the DuPage River Trail Connecting Whalon Lake into DuPage County's Green Valley Forest Preserve
  - This is a 1.25 mile long limestone screening trail that runs along Royce and Green Roads
  - The trail was built by V3 and funded by Elmhurst Chicago Stone
- At Kankakee Sands Preserve near Braidwood, the FP completed a 2.5 mile limestone screening trail
  - It was part of development of the larger access area

Mr. Piland announced that RRFBs had, once again, received Interim Approval status from FHWA. The patent issue that had ended the previous IA had been resolved. The new IA is in fact new and must be reapplied for by state and local agencies. For more information, Toole Design Group has completed a focused analysis of the text of the new [FHWA Interim Approval for RRFBs \(IA-21\)](#) available at <http://bit.ly/2pymoU2>. See also, Alta Planning + Design's webpage at <https://altaplanning.com/news/fhwa/>.

## **6.0 Public Comment, Announcements, and Other Business**

No comments.

## **7.0 2017 Meeting Dates (remaining)**

The Chair reminded Task Force members and the public of the remaining 2018 meeting dates, including a change to the date of the September meeting. He also noted that the June meeting may need to be moved due to a conflict with CMAP's Unified Work Program Committee meeting.

- Wednesday, June 13, 2018 at 1:00 p.m. (*Note: this date may need to change due to conflict with CMAP's UWP meeting.*)
- Wednesday, September 26, 2018 at 1:00 p.m.
- Wednesday, December 12, 2018 at 1:00 p.m.

**7.0 Adjournment:** 3:00 PM